

cont. Ci
strength permits the overlay to be shaped and contoured on to the shape of the wheel, so as to maximize aesthetic effects.

Kindly replace the subheading at line 17 of page 1 with the following:

Cx
2. Description of the Related Art

Kindly replace the paragraph beginning at line 3 of page 7 and ending at line 2 of page 8 with the following:

C3
An alternate approach to solving the problems of the first group of prior art involves not only extending the overlay beyond the radially outer periphery of the wheel, but actually wrapping the overlay around the flange lip of the rim flange. For example, Beith, U.S. Patent 3,726,566, teaches that the edge of the cover is formed to grip over and around the edge of the terminal flange of the wheel, to aid in fixing the wheel cover to the wheel. Heck et al., U.S. Patent 5,595,423, and Eikhoff, U.S. Patent 5,829,843, disclose similar teachings. Heck et al. disclose the use of a stainless steel overlay that covers at least a portion of the outboard facing disk of the wheel and the entire portion of the outer peripheral flange lip of the outboard bead seat retaining flange or rim flange. The overlay is preferably formed from stainless steel, is adhesively attached to the wheel, and has an appropriate decorative surface on its outboard side. This adhesive is applied on the outboard face of the wheel disk in a predetermined pattern, so that when the wheel cover is installed on the disk, a smearing of the adhesive occurs over substantially the entire outboard face of the disk. Since the adhesive covers substantially the entire interface between the wheel cover and the disk, it is effective to provide a seal and prevent water, mud, salt and other debris from entering between the wheel cover and the outboard

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C3
surface of the wheel disk. At the outer peripheral edge of the rim flange facing the tire is a smooth, rounded outer peripheral end and a circumferential, radially outwardly facing groove. The peripheral end and the groove are both formed by machining operations to a predetermined specification. The groove is formed along the inboard side of the tire bead-seat retaining flange or rim flange. The outer peripheral end portion of the wheel cover is assembled to the smooth, rounded outer peripheral end of the wheel and terminates in the radially outwardly facing groove adjacent the rubber tire. However, this technology, like the prior art above, has several problems.

Kindly replace the paragraph beginning at line 7 of page 9 and ending at line 16 of page 9 with the following:

C4
An additional problem with overlays which wrap around the rim flange is that the wheel and chrome plated overlay assembly appear to look larger relative to the width of the black rubber of a tire and therefore the overall aesthetics of the vehicle are affected. Wrapping the overlay around the rim flange of the wheel does indeed result in an overall diameter of the wheel assembly that is larger than the outer diameter of the wheel only. The only way to solve this problem is to reduce the outer diameter of the wheel before the overlay is attached to it so that when the overlay wraps around the rim flanges of a reduced diameter wheel the resulting assembly has the same diameter as the original design intent. Such solution is not tolerable since it affects the structural integrity of the wheel as well as significantly increases the costs of producing the wheel only.
